

THE STAR, ST. JOHN, N. B., MONDAY, NOVEMBER 12 1906.

MY
Whooping Cough Cure
CURES.
Money returned to any one
not satisfied with results.
Price 25c.
S. McDIARMID,
47 King Street.

Overcoats and Suits
Made by me are stylish,
contain the very best
cloths that can be pro-
cured, and are reasonably
priced.

W. H. TURNER,
Custom Tailor, 440 Main Street.

Steamer Maggie Miller
leaves Millidgeville for Somerville,
Kennebecus Island and Baywater
daily, except Saturday and Sunday at
9 a. m., 3 and 5 p. m., returning from
Baywater at 7 and 9 m. and 3 and 5 p. m.
Saturday at 7.15 a. m. and 9 a. m. and
3 and 5 p. m., returning at 6.30, 8
and 10 a. m., and 4.45 and 5.45 p. m.
Sunday at 9 and 10.30 a. m., and 6 p. m.,
returning at 9.45 a. m. and 5 p. m.
JOHN MCGILLICRACK, Agent.

NOTICE.
WE are distributing this
week from house to house
circulars about



Some imitations of Butter Nut Bread
are very good in appearance. Un-
fortunately the purchaser has not the
opportunity of applying the "Eating"
test before buying.

To prevent unfair judgment of
the genuine B. N. Bread please read
the Circular carefully.

N. B.—Occasionally labels fall
off. Purchaser should then look for
the word **Butternut**, or **ROBINSON**,
stamped on bottom of loaf.

We're Ready Again
to supply all your wants in
the baking line. We have
returned to our old prem-
ises again, and are now in
better shape than ever.
Ask for our Home Made
Bread at our stores.

McKeil's Bakery,
194 McKeil St.; Branch 66 Wall St.
Phone 1825

For \$1.00 Per Load
We will deliver kindling and heavy
soft wood, cut in stove lengths.
Send post card or call.
McNAMARA BROS.,
65 Chesley Street.

Buy Your Coal From The
GARSON COAL CO.
Best quality, good weight, and satis-
factory delivery, lowest prices.
We have a five hundred ton schooner
in the way from mines with guaran-
teed best quality Honey-brook Lehigh
American hard coal. "Phone 1693."

WOOD—When you are
thinking of
wood—Hard, Soft or Kindling—
call up 468,
City Fuel Co.,
City Road.

LONG CHASE OF WIFE
HAS A TRAGIC END
Run Down by Husband and Detective, She
Kills Her Two Children and
Herself.

GENEVA, Nov. 10.—A tragic sequel
to a divorce case took place at Blank-
enburg, in the canton of Berne, yester-
day.
Five months ago a merchant of Cas-
sel, Germany, named Schopfwinkel,
secured a divorce from his wife, and
was awarded the custody of his two
children, aged four and five years, re-
spectively.
Before he could secure the children,
however, the mother fled from Cassel,
taking them with her. For five months
Herr Schopfwinkel and a detective pur-
sued her all over Germany and
Switzerland, and at last found her
living in apartments at Blankenburg.
When Schopfwinkel and the detec-
tive, accompanied by a local gendarme,
entered her apartments yesterday
morning they found Mme. Schopf-
winkel and her two children lying in
bed, shot through the heart.
Lying on the table was a note in
which the wife declared that she was
"as innocent of the charge against her
as her babes." She had killed them,
and then committed suicide.

Half-Sick
When your nerves are weak, when you
are easily tired, when you feel all run
down, then is the time you need a good
strong tonic—Ayer's Sarsaparilla. Your
doctor will tell you why it has such
power over weak nerves, why it makes
the blood rich, and why it gives courage and strength. Ask him if it is not
just the medicine you need.

THE ST. JOHN STAR is published by
THE SUN PRINTING COMPANY,
(Ltd.) at St. John, New Brunswick,
every afternoon (except Sunday) at
\$3.00 a year.
TELEPHONE:—
BUSINESS OFFICE, 25
EDITORIAL and NEWS DEPT., 1127.

ST. JOHN STAR.
ST. JOHN, N. B., NOV. 12, 1906.

SOMETHING WRONG IN HIS
FIGURES.

In a letter printed in the Star on Sat-
urday Mr. H. M. Hopper endeavored to
defend the past and present policy of
the St. John Railway Company in re-
gard to the car service. When writing on
the gas question Mr. Hopper at-
tempted to justify the high prices on
the ground that St. John people are not
sufficiently generous in their views on
gas. He puts forward the same excuse,
that people do not patronize the cars,
as a defence of the service now provid-
ed. Mr. Hopper, quoting from what
may be a government report, but which
has not yet been received by many of
the offices here, makes some weird cal-
culations. He states in one place that
the number of passengers carried per
head of population in Halifax, was 86,
while in St. John it was only 31. A
paragraph later the alarming state-
ment is made that the total number
carried by the Halifax line was 3,540,
310, and by the St. John company
2,680,601. Taking these figures as a
basis it would thus appear that the
population of Halifax is 41,110 while
that of St. John has miraculously
jumped to 86,471. Then what is sense
in talking of a 75,000 club if our popu-
lation is already so near the 100,000
mark. Obviously there must be some-
thing radically wrong in these esti-
mates. If the rest of the calculations
are equally misleading Mr. Hopper's
table of comparisons is of but little
value.

But taking a comparison for the
present between Halifax and St. John,
it can be found that the number of
passengers carried per head of popu-
lation in the Nova Scotian capital is
86 and in St. John it is 31. This is very
different from Mr. Hopper's statement.
In Halifax there is according to the
latest available report, a track mileage
of 12.13 miles and in St. John 13
miles. Yet the car mileage of the Hal-
ifax line totalled 715,470 as against
only 620,173 in St. John. For every
mile of track in Halifax, the cars trav-
elled 58,933 miles, and in St. John 40,013
miles. Thus Halifax in point of the
number of cars and quickness of ser-
vice is almost fifty per cent. better
than in this city, or in other words
where a five minute service is given
in St. John there is better than a three
minute service in Halifax. The same
comparison may be made for the cars
which city Mr. Hopper regards as
nearest to the ideal of street railway
management. In Toronto the cars are
patronized almost four—not eight—
times as well as in St. John, and the
service according to car mileage is 630
per cent. better. Thus in proportion to
the conveniences afforded, Toronto citi-
zens do not use the street cars as of-
ten as do the people of St. John. Other
cities could be dealt with in the same
way, to prove that the patronage ex-
tended to the street cars depends to
a very large extent on the efficiency
of the service provided. Mr. Hopper
argues that the development of car
traffic cannot be hastened by improved
service or by extension of the lines. His
own statements prove the contrary. In
1904 the number of passengers carried
was 1,394,339 according to the govern-
ment report, while in 1905 after the
service had been slightly improved and
new lines added the number was al-
most doubled, reaching a total of 2,
680,601. There was nothing to warrant
this increase beyond the building of
several short stretches of new road and
the running of three or four additional
cars. Credit is assumed by the com-
pany for the building of new sections
of track, and among those named are
the Carleton, Fairville, Seaside Park,
Douglas avenue, and main line exten-
sions. There is complaint that the
three first mentioned are causing a
loss. All of these were undertaken not
on account of popular demand but as
speculations on the part of the com-
pany. The people wanted a service to
Rockwood Park. This was refused and
in its place a lot of land at Bay Shore
was bought by the company and made
into a park. People go there because
they do not have to walk, and as a
result, Rockwood, which is really
worth visiting is practically deserted.
The Douglas avenue line and the dou-
ble track in the south end are both
paying well, but they were constructed
only after years of agitation. It is not
denied that latterly the company have
been improving the service, but no
particular credit is due for this.

Again Mr. Hopper asserts that the
St. John Railway Co. is not an alien
corporation but that the principal part
of its stock is held by St. John people.
A list of the stockholders would be of
interest along with the amounts owned
by each, for there is a popular fancy
that Montreal is strongly represented
in the list. The Star will be pleased to

publish the names if they are fur-
nished.

Regarding taxation the street rail-
way pays \$9,025, which at the present
rate represents an assessment on \$25,
000. This is probably nearly one-half of
what should be paid under the present
act and about one-quarter of what the
assessment commissioners think would
be a fair contribution.

An application will be made at the
next session of the local legislature by
the Grand Falls Power Company for
an exclusive franchise, under existing
conditions, for the sale of power in St.
John. The people of this city should sit
right up and take notice of this. There
are already too many exclusive fran-
chises lying around these parts.

When the Street Railway people as-
sert that only thirty-one car rides, per
head of population are taken in St.
John, and that there are only forty-five
gas consumers per mile of main pipe,
and when it turns out that as a matter
of fact sixty-seven car rides are taken
per head of population may not some-
doubt be felt as to the accuracy of the
statement concerning the number of
gas consumers?

The attention of all persons interest-
ed in life insurance is directed to the
statement of the Sun Life Company,
which appears in another part of this
paper. The showing made by this com-
pany in the recent investigation is con-
sidered as being highly creditable.

THE FLAME BERRY.
Yonder it is
Bidding us still be merry
In spite of cold and the rain
Sit like a flame berry
Over each empty porch
When sorrowing Summer left her pal-
ace.
It gallantly
Hails welcome still to every passer by,
Bidding him enter and fare heartily.
Look, where the white frost is,
Yonder it glows again—
The brave flame berry!

"Come hither!" it cries.
"Here will the brave heart tarry,
Here will the young heart sing
For pure joy of the wine-bright air,
Like dawn blown everywhere,
And for love of the wide, unhidden
skies."
And none can stay
Hearing the call to listen and to come
away
Down many a path for many and
in Halifax there is according to the
latest available report, a track mileage
of 12.13 miles and in St. John 13
miles. Yet the car mileage of the Hal-
ifax line totalled 715,470 as against
only 620,173 in St. John. For every
mile of track in Halifax, the cars trav-
elled 58,933 miles, and in St. John 40,013
miles. Thus Halifax in point of the
number of cars and quickness of ser-
vice is almost fifty per cent. better
than in this city, or in other words
where a five minute service is given
in St. John there is better than a three
minute service in Halifax. The same
comparison may be made for the cars
which city Mr. Hopper regards as
nearest to the ideal of street railway
management. In Toronto the cars are
patronized almost four—not eight—
times as well as in St. John, and the
service according to car mileage is 630
per cent. better. Thus in proportion to
the conveniences afforded, Toronto citi-
zens do not use the street cars as of-
ten as do the people of St. John. Other
cities could be dealt with in the same
way, to prove that the patronage ex-
tended to the street cars depends to
a very large extent on the efficiency
of the service provided. Mr. Hopper
argues that the development of car
traffic cannot be hastened by improved
service or by extension of the lines. His
own statements prove the contrary. In
1904 the number of passengers carried
was 1,394,339 according to the govern-
ment report, while in 1905 after the
service had been slightly improved and
new lines added the number was al-
most doubled, reaching a total of 2,
680,601. There was nothing to warrant
this increase beyond the building of
several short stretches of new road and
the running of three or four additional
cars. Credit is assumed by the com-
pany for the building of new sections
of track, and among those named are
the Carleton, Fairville, Seaside Park,
Douglas avenue, and main line exten-
sions. There is complaint that the
three first mentioned are causing a
loss. All of these were undertaken not
on account of popular demand but as
speculations on the part of the com-
pany. The people wanted a service to
Rockwood Park. This was refused and
in its place a lot of land at Bay Shore
was bought by the company and made
into a park. People go there because
they do not have to walk, and as a
result, Rockwood, which is really
worth visiting is practically deserted.
The Douglas avenue line and the dou-
ble track in the south end are both
paying well, but they were constructed
only after years of agitation. It is not
denied that latterly the company have
been improving the service, but no
particular credit is due for this.

Again Mr. Hopper asserts that the
St. John Railway Co. is not an alien
corporation but that the principal part
of its stock is held by St. John people.
A list of the stockholders would be of
interest along with the amounts owned
by each, for there is a popular fancy
that Montreal is strongly represented
in the list. The Star will be pleased to

publish the names if they are fur-
nished.

Regarding taxation the street rail-
way pays \$9,025, which at the present
rate represents an assessment on \$25,
000. This is probably nearly one-half of
what should be paid under the present
act and about one-quarter of what the
assessment commissioners think would
be a fair contribution.

An application will be made at the
next session of the local legislature by
the Grand Falls Power Company for
an exclusive franchise, under existing
conditions, for the sale of power in St.
John. The people of this city should sit
right up and take notice of this. There
are already too many exclusive fran-
chises lying around these parts.

When the Street Railway people as-
sert that only thirty-one car rides, per
head of population are taken in St.
John, and that there are only forty-five
gas consumers per mile of main pipe,
and when it turns out that as a matter
of fact sixty-seven car rides are taken
per head of population may not some-
doubt be felt as to the accuracy of the
statement concerning the number of
gas consumers?

The attention of all persons interest-
ed in life insurance is directed to the
statement of the Sun Life Company,
which appears in another part of this
paper. The showing made by this com-
pany in the recent investigation is con-
sidered as being highly creditable.

THE FLAME BERRY.
Yonder it is
Bidding us still be merry
In spite of cold and the rain
Sit like a flame berry
Over each empty porch
When sorrowing Summer left her pal-
ace.
It gallantly
Hails welcome still to every passer by,
Bidding him enter and fare heartily.
Look, where the white frost is,
Yonder it glows again—
The brave flame berry!

"Come hither!" it cries.
"Here will the brave heart tarry,
Here will the young heart sing
For pure joy of the wine-bright air,
Like dawn blown everywhere,
And for love of the wide, unhidden
skies."
And none can stay
Hearing the call to listen and to come
away
Down many a path for many and
in Halifax there is according to the
latest available report, a track mileage
of 12.13 miles and in St. John 13
miles. Yet the car mileage of the Hal-
ifax line totalled 715,470 as against
only 620,173 in St. John. For every
mile of track in Halifax, the cars trav-
elled 58,933 miles, and in St. John 40,013
miles. Thus Halifax in point of the
number of cars and quickness of ser-
vice is almost fifty per cent. better
than in this city, or in other words
where a five minute service is given
in St. John there is better than a three
minute service in Halifax. The same
comparison may be made for the cars
which city Mr. Hopper regards as
nearest to the ideal of street railway
management. In Toronto the cars are
patronized almost four—not eight—
times as well as in St. John, and the
service according to car mileage is 630
per cent. better. Thus in proportion to
the conveniences afforded, Toronto citi-
zens do not use the street cars as of-
ten as do the people of St. John. Other
cities could be dealt with in the same
way, to prove that the patronage ex-
tended to the street cars depends to
a very large extent on the efficiency
of the service provided. Mr. Hopper
argues that the development of car
traffic cannot be hastened by improved
service or by extension of the lines. His
own statements prove the contrary. In
1904 the number of passengers carried
was 1,394,339 according to the govern-
ment report, while in 1905 after the
service had been slightly improved and
new lines added the number was al-
most doubled, reaching a total of 2,
680,601. There was nothing to warrant
this increase beyond the building of
several short stretches of new road and
the running of three or four additional
cars. Credit is assumed by the com-
pany for the building of new sections
of track, and among those named are
the Carleton, Fairville, Seaside Park,
Douglas avenue, and main line exten-
sions. There is complaint that the
three first mentioned are causing a
loss. All of these were undertaken not
on account of popular demand but as
speculations on the part of the com-
pany. The people wanted a service to
Rockwood Park. This was refused and
in its place a lot of land at Bay Shore
was bought by the company and made
into a park. People go there because
they do not have to walk, and as a
result, Rockwood, which is really
worth visiting is practically deserted.
The Douglas avenue line and the dou-
ble track in the south end are both
paying well, but they were constructed
only after years of agitation. It is not
denied that latterly the company have
been improving the service, but no
particular credit is due for this.

Again Mr. Hopper asserts that the
St. John Railway Co. is not an alien
corporation but that the principal part
of its stock is held by St. John people.
A list of the stockholders would be of
interest along with the amounts owned
by each, for there is a popular fancy
that Montreal is strongly represented
in the list. The Star will be pleased to

publish the names if they are fur-
nished.

Regarding taxation the street rail-
way pays \$9,025, which at the present
rate represents an assessment on \$25,
000. This is probably nearly one-half of
what should be paid under the present
act and about one-quarter of what the
assessment commissioners think would
be a fair contribution.

An application will be made at the
next session of the local legislature by
the Grand Falls Power Company for
an exclusive franchise, under existing
conditions, for the sale of power in St.
John. The people of this city should sit
right up and take notice of this. There
are already too many exclusive fran-
chises lying around these parts.

When the Street Railway people as-
sert that only thirty-one car rides, per
head of population are taken in St.
John, and that there are only forty-five
gas consumers per mile of main pipe,
and when it turns out that as a matter
of fact sixty-seven car rides are taken
per head of population may not some-
doubt be felt as to the accuracy of the
statement concerning the number of
gas consumers?

The attention of all persons interest-
ed in life insurance is directed to the
statement of the Sun Life Company,
which appears in another part of this
paper. The showing made by this com-
pany in the recent investigation is con-
sidered as being highly creditable.

THE FLAME BERRY.
Yonder it is
Bidding us still be merry
In spite of cold and the rain
Sit like a flame berry
Over each empty porch
When sorrowing Summer left her pal-
ace.
It gallantly
Hails welcome still to every passer by,
Bidding him enter and fare heartily.
Look, where the white frost is,
Yonder it glows again—
The brave flame berry!

"Come hither!" it cries.
"Here will the brave heart tarry,
Here will the young heart sing
For pure joy of the wine-bright air,
Like dawn blown everywhere,
And for love of the wide, unhidden
skies."
And none can stay
Hearing the call to listen and to come
away
Down many a path for many and
in Halifax there is according to the
latest available report, a track mileage
of 12.13 miles and in St. John 13
miles. Yet the car mileage of the Hal-
ifax line totalled 715,470 as against
only 620,173 in St. John. For every
mile of track in Halifax, the cars trav-
elled 58,933 miles, and in St. John 40,013
miles. Thus Halifax in point of the
number of cars and quickness of ser-
vice is almost fifty per cent. better
than in this city, or in other words
where a five minute service is given
in St. John there is better than a three
minute service in Halifax. The same
comparison may be made for the cars
which city Mr. Hopper regards as
nearest to the ideal of street railway
management. In Toronto the cars are
patronized almost four—not eight—
times as well as in St. John, and the
service according to car mileage is 630
per cent. better. Thus in proportion to
the conveniences afforded, Toronto citi-
zens do not use the street cars as of-
ten as do the people of St. John. Other
cities could be dealt with in the same
way, to prove that the patronage ex-
tended to the street cars depends to
a very large extent on the efficiency
of the service provided. Mr. Hopper
argues that the development of car
traffic cannot be hastened by improved
service or by extension of the lines. His
own statements prove the contrary. In
1904 the number of passengers carried
was 1,394,339 according to the govern-
ment report, while in 1905 after the
service had been slightly improved and
new lines added the number was al-
most doubled, reaching a total of 2,
680,601. There was nothing to warrant
this increase beyond the building of
several short stretches of new road and
the running of three or four additional
cars. Credit is assumed by the com-
pany for the building of new sections
of track, and among those named are
the Carleton, Fairville, Seaside Park,
Douglas avenue, and main line exten-
sions. There is complaint that the
three first mentioned are causing a
loss. All of these were undertaken not
on account of popular demand but as
speculations on the part of the com-
pany. The people wanted a service to
Rockwood Park. This was refused and
in its place a lot of land at Bay Shore
was bought by the company and made
into a park. People go there because
they do not have to walk, and as a
result, Rockwood, which is really
worth visiting is practically deserted.
The Douglas avenue line and the dou-
ble track in the south end are both
paying well, but they were constructed
only after years of agitation. It is not
denied that latterly the company have
been improving the service, but no
particular credit is due for this.

Again Mr. Hopper asserts that the
St. John Railway Co. is not an alien
corporation but that the principal part
of its stock is held by St. John people.
A list of the stockholders would be of
interest along with the amounts owned
by each, for there is a popular fancy
that Montreal is strongly represented
in the list. The Star will be pleased to

publish the names if they are fur-
nished.

PARDON FOR MAN
WHO SHOT AT CZAR

Tried to Kill Alexander II of Russia in
Paris in the Year 1867.

PARIS, Nov. 10.—Antoine Berce-
zowski, a Pole, who was sentenced to
penal servitude for life for attempting
to assassinate the Czar Alexander II,
on June 8, 1867, on the occasion of his
majesty's visit to Paris, has been par-
doned.

Berezowski, who was eighteen and
apprenticed to an engraver, fired into a
carriage in which the czar, the Em-
peror Napoleon and his two sons were
driving in the Bois de Boulogne on
their way to the exhibition.

The occupants of the carriage were
uninjured by the first shot, but one of
the equerries and a horse were wound-
ed. Berezowski fired again, and the
barrel of the pistol exploded and seri-
ously injured his hand and a woman
who was close by.

Berezowski was arrested and with
difficulty saved from being lynched by
the crowd.

It is said that the Emperor Napoleon
turned toward the czar and said with
a smile: "Sire, we have been under
fire together." Alexander replied grave-
ly: "Our destinies are in the hands of
Providence."

The Pole was tried, condemned and
shipped to New Caledonia. After some
years by reason of his good behaviour,
he secured a remission of his hard
labor, but was obliged to reside in the
colony. He procured a farm at Bou-
dier.

The government, thinking that he
had at last expiated his crime, sent
him to France. Several persons were in-
jured, but it is now an-
nounced that he is a raving lunatic.

HEROISM OF CONVICT
SECURES HIS PARDON

Scales Wall of House and Disarms Lunatic
Who Fires Upon a Crowd.

PARIS, Nov. 10.—An extraordinary
act of bravery performed by an occu-
pied convict has resulted in his obtain-
ing what is practically a free pardon.
The man is Francois Pivet, who
seven years ago, was sentenced to
death for murder. The sentence was
commuted to penal servitude for life.
Pivet, however, succeeded
in escaping, and nothing more was
heard of him until a day or two ago,
when he reappeared at Nantes under
extraordinary circumstances.

A lunatic barricaded himself in his
house, and from an upstairs window
fired shots from a gun at the people in
the street. Several persons were in-
jured, and great excitement prevailed.
Suddenly a man sprang forward, and
scaling the wall of the house, wrench-
ed the gun out of the madman's hand.
The Mayor of Nantes specially com-
mended the stranger, and at his request
a policeman present recognized him
as the famous convict. He was
arrested, and yesterday was taken be-
fore the tribunal.

The trial was short but sensational.
The crowd cheered and applauded Pivet,
and clamored for him to be set
free.

Instead of being sent back to penal
servitude for life, he was sentenced to
one month's imprisonment, after which
he will be free, in consideration of his
heroic deed.

Interprovincial Fair of the Portland
Methodist Y. M. A., November 11-15
and 16.
A special meeting of the W. C. T. U.
will be held at three o'clock on Tues-
day afternoon at their rooms on Ger-
main street.

A smoker and entertainment will be
held in the York Theatre assembly
rooms, on Tuesday Nov. 13th, at 8 p.
m., under the auspices of the members
of the Canadian Order of Foresters.

No doubt Little Bo-Peep and Little
Red Riding Hood will be present at
the children's carnival at St. Andrew's
Hallway on Saturday afternoon next.
This will be the greatest event for chil-
dren that has taken place here in years.
Since the first announcement of the
carnival there have been a number of
children who have been anxious to
learn to skate, many of them being
accompanied by parents, for the latter
have become so much interested in the
children, and no wonder, for where is
the parent who wouldn't like to see
their child win a prize at a children's
carnival. Every skater must be mask-
ed or made-up and costumed, and chil-
dren only will be allowed to skate.

Dr. C. Sydney Emerson,
DENTIST,
44 Wellington Row.
Porcelain Work a specialty.
Office hours from 9 a. m. to 12 m.
and from 2 p. m. to 5 p. m.
Phone 129.

GRITS
makes fine pancakes.
3 lb. Bags Only 25
Cents.
See Directions on
Bag.

All notices of Births, Marriages and
Deaths must be endorsed with the
names and addresses of the persons
sending same.

BIRTHS.
KINGSTON—In this city, at 149 Vic-
toria street, Nov. 7th, to the wife of
D. Kingston, a daughter.

GOOD SECURITY.
Jenks—You've been giving Borrowings
more money, haven't you?
Markley—Why do you say "giving"?
Jenks—Oh, I suppose he considers it
merely a loan. What security did he
give you?
Markley—Well, he gave me a mort-
gage on one of his castles in the air.

NIL DESPERANDUM.
Father (to aspirant to the hand of
his daughter)—Suppose I should fall
and lose my last cent; would you still
ask me for my daughter?
Lover—Naturally. I know you to be
a man capable of getting to work again
and making another fortune.

FERGUSON & PAGE,
JEWELERS, ETC.

Fine Diamonds,
Watches,
Clocks,
Jewelry,
Silverware,
Cut Glass.

A complete up-to-date
stock in all our various
lines.
41 King Street.

**MOVING To Larger
Premises,**
94 Germain Street

FRANK P. VAUGHAN,
Electrical Engineer
and Contractor,
Phone 319, St. John, N. B.

**The West St. John
Office of
St. John STAR**

E. R. W. INGRAHAM'S,
DRUGGIST,
127 UNION STREET

Advertisements and Sub-
scriptions left there
will receive careful attention.

**COUPONS
FREE**
We will give a coupon for
the Times voting con-
test free with every 10 cent
purchase, and with every Star
sold at the regular price of 1c.
each.

EVANGELINE CIGAR STORE,
738 Main Street.

WHAT YOU LAID
In your Turnips for Winter?
CHAS. A. CLARK,
The "Grocer" 49 Chatham St., has
them at 75c. bbl.

MR. E. Z. MARK REWARDS THE FINDER.
Copyright, 1906, by American-Journal-Examiner.

LOST
LOT DIAMONDS
RINGS AND
JEWELRY
REWARD
RETURNED TO
MR. E. Z. MARK

LOST
LOT DIAMONDS
RINGS AND
JEWELRY
REWARD
RETURNED TO
MR. E. Z. MARK

1. MR. E. Z. (on his way home)—By jove, Mary
is in trouble again. Just to think of such careles-
ness! I'll wager she never finds them. She must
think I'm made of money